

In 2001, SeaTran and the Department of Neighborhoods (DON) worked with the City Neighborhood Council to combine the **Neighborhood Street Fund** and **Cumulative Reserve Sub-Fund** programs into one application process for the repair and improvement of transportation facilities in neighborhood planning areas. Thirty-two projects were supported with about \$1.1 million in funding. Examples were street improvements in the Central District and traffic control devices in Delridge, as well as sidewalk and walkway improvements in the Pike-Pine, Duwamish, and north-end neighborhoods. [TSP “Neighborhood” Strategy: *Improve Streetscapes on Central Streets Through Urban Villages*]



*SeaTran’s Shane Dewald talks with University neighborhood residents about the urban forest elements of an upcoming project.*

SeaTran continues to be a strong advocate for effective management of Seattle’s **urban forest**. The department combines educational and regulatory efforts to ensure proper planting, pruning, and removal practices along City streets. SeaTran has been recognized for 16 years as a Tree City USA by the National Arbor Day Foundation and as a Tree Growth City for eight years in a row. [TSP “Operations and Maintenance” Strategy: *Maintain and Preserve the Transportation System*]

Since 1989, approximately 15,000 street trees have been planted. Residents and volunteer organizations have paid for 54 percent of these trees. The City of Seattle’s General Fund, CIP program, and federal grants have accounted for another 45 percent. Private developers have installed the remaining number of trees. Today, **over 120,000 trees exist along Seattle’s streets.**

## Sound Transit

Sound Transit spent most of 2001 regrouping after the revelation of major cost increases for the deep tunnel for light rail planned from downtown to the University District. In November, the Sound Transit Board approved an initial 14-mile segment for **Link light rail** that stretches from Convention Place Station in downtown Seattle to S 154th St near Sea-Tac airport. Construction is expected to begin in 2002. Sound Transit is working on a supplemental Environmental Impact Statement as well as design and engineering work to develop route options from downtown to the University District and Northgate. [TSP “Sound Transit” Strategy: *Work with Sound Transit to Provide the Best Possible High Capacity Transit*]



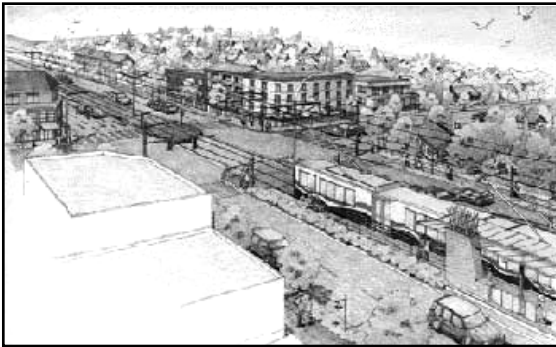
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*Sound Transit’s Sounder commuter rail carried its 500,000th passenger in 2001.*

In 2001, SeaTran coordinated a wide range of City services supporting the public works and public safety aspects of the light rail project. For public works, the light rail project requires the coordination of significant utility issues, such as relocation of major electrical transmission lines south of downtown as well as protection of the Cedar River pipeline and a critical trunk sewer line in the Rainier Valley. Street and utility designs were completed to 90 percent design for the Rainier Valley and the E-3 Busway south of downtown. In addition, the Seattle Police and Fire departments worked with Sound Transit and King County Metro to develop a plan for joint bus and rail operations in the bus tunnel — a key feature of making the initial segment south of downtown feasible.

The City’s Station Area Planning and Management Team wrapped up three years of work to strengthen communities around Seattle’s light rail stations so that they are great places to live, shop, and work. In July, the City Council passed the Station Area Overlay legislation. This legislation establishes Station Area Overlay Districts and

rezones around eight future light rail stations. These actions support **Transit-Oriented Development** (TOD) and forward neighborhood goals for walkable town centers. The Station Area Overlay District provides flexibility for existing businesses and new development and prohibits certain auto-oriented land uses near the stations. [TSP “Sound Transit” Strategy: Use Station Area Planning to Maximize Ridership and Further Growth Management, Neighborhood Plan, Economic Development and Revitalization Objectives]



Artist’s rendering of the light rail station at Edmunds in Southeast Seattle.

SPO’s Station Area Planning and Management staff commissioned market assessments to provide real-world information upon which to structure future development scenarios. For example, market analysis indicated that the **McClellan station area** is the strongest location in the Rainier Valley for new housing and commercial development. The neighborhood’s vision of the McClellan station area as a vital mixed-use town center is well supported by this market analysis. Using this information, the Station Area Planning and Management staff worked with community stakeholders and a team of design and

economic professionals to craft a “town center design and development strategy” responsive to the neighborhood’s market strength.

In addition, the City is sponsoring a pre-design study for a roundabout at the intersection of **Martin Luther King Jr. Way South and Rainier Avenue South** to address circulation, aesthetics and safety issues that have been raised by the Town Center Development Strategy process and the community. The pre-design study will determine if a roundabout at this intersection can accomplish three major goals:

- To further the neighborhood’s vision for a Town Center with a solid “sense of place”
- To resolve conflicts between different transportation modes at this major crossroads
- To reconnect two Olmsted Boulevards that intersect at this location

The McClellan Town Center Advisory Committee, the North Rainier Neighborhood Stewardship Group, the Mt. Baker Community Club, and business owners in the vicinity of the intersection are engaged in the pre-design study and working with the City and a consultant to explore design alternatives for a roundabout. The pre-design study will be completed by December 2001.

## Seattle Transit Initiative & Other Transit Accomplishments

The Seattle Transit Initiative (STI) is a City-sponsored partnership of agencies involved in building, operating, and supporting transit services. Goals of STI are to:

- Strengthen the partnership between the City and the agencies responsible for operating transit within Seattle
- Improve existing and future transit mobility for Seattle travelers
- Evaluate new higher capacity transit alternatives

An important TSP strategy is to consider new higher capacity transit services to connect Seattle neighborhoods to each other and to the regional transit system. One STI project, the **Seattle Transit Study for Intermediate Capacity Transit** (ICT), completed during 2001, focused on this strategy. The study assessed the feasibility of developing ICT options in seven corridors throughout the city and focused in more detail on two: West Seattle-Downtown and Lake City-Northgate-Ballard-Downtown. Based on the study and public input, City staff recommended that the West Seattle through Downtown to Ballard and Northgate corridors are most feasible for ICT development. [TSP “New Transit Strategies” Strategy: Develop Options and Funding for the Seattle Transit Initiative: Higher Capacity Local Transit Services]

Visual simulation of bus rapid transit on California Avenue SW.

The **Elevated Transportation Company** (ETC) will be developing a plan for a monorail in this same corridor. Initiative 53, passed in November 2000, authorized the ETC as a public development authority and gave the ETC two years to develop a monorail project. They are developing a plan that addresses construction of the system in phases, as well as the technology, basic engineering, and financing. The plan will outline the structure of a “Seattle Popular Transit Authority,” which will succeed the ETC and supervise construction, operation, maintenance, and ownership of any monorail system. City staff are helping develop this plan for the November 2002 ballot. [TSP “New Transit Strategies” Strategy: Expand Monorail Service]



King County Metro worked on its draft **Six-Year Transit Development Plan** throughout most of 2001. In the fall, Metro issued a series of proposed